

Amendments to the Claims:

The following listing of claims will replace all prior versions, and listings, of claims in the application:

1. (Currently Amended) A motorcycle tire having tire, comprising:
a plurality of main blocks scattered on a tread; and characterized in that sub blocks are provided between the main blocks, said each sub block being made of rubber and having block height lower than that of the main block, and blocks,
wherein a part of the rubber constituting a top portion of the sub block has been removed to reduce the area of a upper face of the sub block.
2. (Currently Amended) The motorcycle tire according to claim 1, characterized in that wherein said sub blocks are positioned between the main blocks adjacent with each other in the tire's a tire width direction.
3. (Currently Amended) The motorcycle tire according to claim 1, characterized in that wherein said sub blocks are positioned between the main blocks adjacent with each other in the tire's a tire circumferential direction.
4. (Currently Amended) The motorcycle tire according to claim 1, characterized in that wherein said sub blocks are positioned between the main blocks adjacent with each other in the a direction slanted in relation to the tire's a tire circumferential direction.
5. (Currently Amended) The motorcycle tire according to claim 1, characterized in that wherein the a negative ratio is between 65 % and 97 %; 97%, the negative ratio being an amount of space of the grooves, calculated as a percentage of the tread area in each of plural basic pattern elements, on condition that the upper face area of the top portion of the sub block is included in the groove;

a tread curvature ratio- ratio, obtained when a distance measured along the tire's-a tire radial direction between a tire sectional height position and a tread edge position is divided by the tread width- width, is between 0.20 and 0.50;

a block area ratio- ratio, defined as the ratio of total area of upper faces of top portions of the sub blocks to a total area of upper faces of the main bleeps- blocks, is between 0.05 and 1.2 in each of plural basic pattern elements constituting the tread; and

a block height ratio- ratio, defined as a ratio of a block height of the sub blocks at its- an upper face to a block height of the main bleeps- blocks, is between 0.3 and 0.8.

6. (Currently Amended) The motorcycle tire according to claim 5, characterized in thatwherein said negative ratio is between 75 % and 97 %, said tread curvature ratio is between 0.20 and 0.50, and said block area ratio is between 0.2 and 1.2.

7. (Currently Amended) The motorcycle tire according to claim 5, characterized in thatwherein said negative ratio is between 65 % and 85 %, said tread curvature ratio is between 0.20 and 0.50, and said block area ratio is between 0.05 and 0.5.

8. (Currently Amended) The motorcycle tire according to claim 1, characterized in thatwhen-wherein a bending portion is provided at a mid point of a side wall extending from a groove bottom toward the- an upper face of the-a sub block and the sub block is divided into a bottom portion and a top portion, and the upper face area of the top portion is between 0.2 and 0.8 times as much as the upper face area of the bottom portion.

9. (Currently Amended) The motorcycle tire according to claim 1, characterized in thatwherein a bending portion is provided at a mid point of a side wall extending from a groove bottom toward an upper face of the sub block, and the height of said bending portion from the groove bottom along the tire's-a tire radial direction is at least 0.5 times and less than 1.0 times as much as the block height of the sub block.

10. (Currently Amended) The motorcycle tire according to claim 1, characterized in that wherein said sub block has such a shape that a dimension in the tire's a tire circumferential direction is greater than a dimension in the tire's a tire width direction.

11. (Currently Amended) The motorcycle tire according to claim 1, characterized in that wherein said tire has a radial carcass.

12. (New) The motorcycle tire according to claim 1, wherein the upper face of at least one sub block comprises at least one chamfered edge.

13. (New) The motorcycle tire according to claim 1, wherein the central region of the upper face of at least one sub block comprises a depression.